

READING MATTER ON EVERY PAGE.

Change of time on the Jeffersonville R. R. These trains leave Jeffersonville, opposite Louisville, daily (Sundays excepted), as follows: at 6:30 A. M., 11:10 A. M., 9 P. M. Connections made at Seymour, 49 miles from Louisville, with all trains on the Ohio and Mississippi Railroad, both East and West; and connections with the Terre Haute, Lafayette, Peru, Bellefontaine and Indiana Central Railroad, for all the principal cities in the East, West, and North.

The Jeffersonville Railroad, and all its connecting lines, are in good running order. The damages sustained by the late rains have all been repaired, and trains are making their usual connections.

Passengers by this route have only one change of cars, between Louisville and Chicago, St. Louis, or Cincinnati. Baggage checked to all the principal cities.

No omnibus postages by this route—changes made by cars running into the same depots. Fare as low as by any other route.

Time to St. Louis, 14 hours; time to Cincinnati, 6 hours; time to Chicago, 14 hours; time to New York, 42 hours.

Tickets sold to all points on the Mississippi and Missouri rivers.

Further information cheerfully given at the office of the Jeffersonville Railroad Co., No. 527 south-east corner Main and Third streets, Louisville, Ky., or at the depot in Jeffersonville.

FINANCIAL.

THURSDAY, July 8, 1858.

We call the attention of our readers this morning to the statement published in our columns, of the condition of the Bank of Kentucky and its branches. It shows a very healthy state of affairs, notwithstanding a semi-annual dividend of 5 per cent., and an extra dividend.

The Boston Post, of the 5th, gives the following as the principal features of the market in that city:

During last week there was quite a demand in the money market, and a consequent upward movement of loans by corporations preparing for dividends. For the week, call loans were at 6 per cent., and money at 5 per cent. The market was generally quiet, and we still quote a per cent. for the current loan of money. The market for paper, large amounts could probably be borrowed for 10 per cent. for the current loan of money.

We should not be surprised if the maximum of abundance and the minimum of price had been reached. Within thirty days, the price will be heavy. Imports, beyond a doubt, and this, together with the calls for money for the next season, will be likely to render credit more liberal. The market for wheat, however, that the demand for money can be sufficient to keep the price of wheat at a level to enable the speculator to accumulate the crop, but we do not think that the extreme of the market will be reached, and that any change in the future will be towards an increase of price.

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RIVER INTELLIGENCE.

All kinds of Steamboat Printing neatly and expeditiously done at this office.

RIVER AND WEATHER.—The river is falling very slowly, with four feet in six inches in the canal last evening, by the mark. Yesterday was one of the days when, if a man could, he would "take off his flesh and sit down on his loaves," as an experiment for cooling off. In the cooler part of the day, at 4 o'clock, the mercury stood at 93.

BUSINESS.—Yesterday was decidedly the duller day of the season. There was but one arrival yesterday at Portland, and none at all at the city wharves, though one departure from Portland, and two from the city wharves.

The Scioto came in from Henderson with 12 hhds tobacco, 100 lbs sheeting, 10 lbs oases, 88 bags and 5 crates rags, and a lot of sundries. She took out a very fair trip of freight.

The Jacob Strader, from Cincinnati, brought in 40 bags soap, 50 doz washboards, 26 grindstones, 75 bags starch, 31 boxes starch, 106 bars iron, 80 bags cotton yarn, 30 boxes sheeting, 10 lbs rags, 12 sheets copper, 90 lbs liquors, 4 blbls turpentine, and 21 blbls vinegar. Returned with a poor trip.

The James Montgomery, from New Orleans, brought up 30 blbls potatoes, 60 boxes lemons, and a lot of sundries.

One of the passengers on the ill-fated Pennsylvania came up yesterday on the Alvin Adams, passage free. He states that there were eleven men in Memphis when he left, all of whom are in a way to recover.

We learn that the Fanny Bullitt, yesterday morning, will be here next Monday.

MEMORANDA.—Steamer Alvin Adams left Memphis Monday, July 5, at 4 o'clock P. M. 6th—Met John Raine at Bearfield's Point, D. C. Newcomb at Hickman, Warsaw at Metropolis, Diana at Smithland, 7th—Met Moses McCallan at Irish Jimmie's Bar, Baltic at Green River. Stopped six hours in fact at Stephensport. 8th—Met Highflyer below Flint Island. Met Southern and Vicksburg at Flint Island.

MEMORANDA.—Steamer James Montgomery left New Orleans July 2, at 6 o'clock P. M. Fairchild in port for Louisville. Met Fanny Bullitt at Vicksburg, Pacific at Lake Providence. 6th—John Raine at Island 34, Newcomb in Madrid Bend. 7th—Diana at Cottonwood, Vicksburg at Hickman, Warsaw at Metropolis, Diana at Smithland, 7th—Met Moses McCallan at Irish Jimmie's Bar, Baltic at Green River. Stopped six hours in fact at Stephensport. 8th—Met Highflyer below Flint Island. Met Southern and Vicksburg at Flint Island.

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TERRIBLE CATASTROPHE!

Steamer Galena Burned.

This morning, at about one o'clock, as the U. S. mail packet Galena landed at our levee, a fire broke out about her smoke stacks which spread rapidly, and in a few minutes the vessel was in flames. The origin of the fire no one is able to ascertain, though it is supposed it was communicated, where it was first discovered from the furnaces of the boilers below. None but an eye-witness can say.

The greatest terror scene has been witnessed on the passengers, and the utmost confusion immediately followed the alarm. Men, women, and children rushed down the gangway, and overboard from all sides of the boat, many of them with nothing but their night-clothes about them. The rush was so great that the stage plank could not be landed; and but for the remarkable coolness and prompt action upon the part of the officers of the boat, more lives would have been lost. A strong breeze was blowing down the stream, which soon spread the flames to all parts of the cabin.

The loss of the cargo was complete; little or no baggage was saved, and the freight and mails, with the exception of a portion of the latter, destined for Red Wing, wholly consumed. The passengers, many of them, are in a destitute condition, having lost all their property, and the loss of individual property is immense, aggregating doubtless \$100,000.

Union street bridge was considerably damaged—houses, bridges, and floating timbers from above were lodged against it, and the water backed up between Third and Fourth streets. The Madison street bridge was damaged by the formation of a raft of timbers above, and a stable, between Madison and Monroe streets, was washed up, and a number of mules drowned. Court street bridge was washed away and lodged against the private bridge of the pleasure garden of Mr. W. G. Wilkins, forming a raft of over half an acre. Mr. W. G. Wilkins' garden was entirely flooded and there was over two feet of water in his house.

The most material loss of property will accrue to the Memphis and Ohio Railroad Company, the passenger depot of which company is on the Memphis side of the Bayou, and is connected with the levee and the railroad bridge, a private bridge leading to the east side of the same. The railroad bridge was damaged to such an extent as to be almost in ruins, and the loss of the bridge is estimated at least at twenty thousand dollars.

Including the railroad bridge, no less than seven bridges have been destroyed, while the loss of individual property is immense, aggregating doubtless \$100,000.

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Union street bridge was considerably damaged—houses, bridges, and floating timbers from above were lodged against it, and the water backed up between Third and Fourth streets. The Madison street bridge was damaged by the formation of a raft of timbers above, and a stable, between Madison and Monroe streets, was washed up, and a number of mules drowned. Court street bridge was washed away and lodged against the private bridge of the pleasure garden of Mr. W. G. Wilkins, forming a raft of over half an acre. Mr. W. G. Wilkins' garden was entirely flooded and there was over two feet of water in his house.

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